

Fraser River Tunnel Project
Preparatory Works

Marine Construction Staging Plan and Marine Communication Plan - Deas Slough Temporary Trestle

DOCUMENT AUTHOR, REVIEWER, AND APPROVER			
	Prepared By	Reviewed By	Approved By
Name	Russ Tyson	Lee Carson	Rami El Fakhry
Position	Marine Navigation Consultant	Project Manager	Preparatory Works Manager
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Signature			

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Table of Content

1.	Summary	1
2.	Supporting Navigation in Deas Slough	3
3.	Scope of Work.....	5
3.1	Scope of Work	5
3.2	Scheduling and Duration of Works	5
4.	Marine Construction Staging Plan and Marine Communication Plan	10
4.1	Marine Construction Staging Plan	10
4.1.1	Duration of Activities	10
4.1.2	Hours of Operation	10
4.1.3	Methods of preferred Communication with Marine Users	10
4.2	Draft Marine Communication Plan	14
4.2.1	Deas Slough Temporary Trestle Contact List	14
4.2.2	Marine Communication Groups Participation Key Stakeholders	15
4.2.3	Monthly Meetings.....	16
4.2.4	Issuance of Navigational Warnings	16
4.2.5	Need for Tug Assist	16
4.2.6	Lightning	17
4.2.7	Automatic Identification System	17
4.2.8	Recreational Marine Users	17
4.2.9	Indigenous Groups	17
4.2.10	Radio Communications	18
4.2.11	Aids to Navigation.....	18
5.	Next Steps.....	18
5.1	Finalizing Marine Construction Staging Plan and Marin Communication Plan	18
6.	References.....	19

List of Tables

Table 1	Preparatory Works Schedule	9
Table 2	Detailed Contacts List	14

List of Figures

Figure 1	Fraser River Tunnel Project Overview	1
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List of Exhibits

Exhibit 1 Temporary Trestle Location Plan, Navigation Channel.....	4
Exhibit 2 Temporary Trestle Piles, Construction Fingers and Navigation.....	6
Exhibit 3 Temporary Trestle Deas Slough Navigation Channel Details.....	7
Exhibit 4 Temporary Trestle Section Elevation	8
Exhibit 5 Temporary Trestle In-River Construction Staging Area	11
Exhibit 6 Temporary Trestle In-River Staging and Sequencing.....	12
Exhibit 7 In-Water Navigating Channel Construction Staging	13
Exhibit 8 Communication Groups for Preparatory Construction Works	15

1. Summary

The Ministry of Transportation and Transit is replacing the existing George Massey Tunnel with a new, toll-free, eight-lane immersed tube tunnel. The Fraser River Tunnel Project (F RTP) includes replacing the Deas Slough Bridge and decommissioning the existing tunnel once the new tunnel is in operation. Decommissioning involves keeping the existing tunnel in place and filling it with material.

The new immersed tube tunnel will have three vehicle lanes and a dedicated transit lane in each direction, with a separated multi-use path (MUP) for cyclists and pedestrians that connects to active transportation routes on both sides of the Fraser River. An overview map of the project location is shown in Figure 1.



Figure 1 Fraser River Tunnel Project Overview

The Project is being delivered with a collaborative Progressive Design-Build with Target Price model that includes early collaboration with the contractor on project development and design through a Design Early Works Agreement (DEWA) and risk allocation and final target price in the final Design-Build Agreement (DBA). Cross Fraser Partnership (CFP) was awarded the DEWA and Preparatory Works Phases of the Project by the Province of British Columbia.

This Marine Construction Staging Plan and Marine Communication Plan is associated with the Preparatory Works for the Fraser River Tunnel Project (F RTP or project). The Preparatory Works were authorized by an Order in Council from the BC Government (Government of BC, Executive Council 2025).

The proposed Preparatory Works include:

1. Logistics Jetties
2. Transition Walls
3. Demolition of Canfisco site and Dewatering
4. Deas Slough Temporary Trestle Construction

All Preparatory Works have the potential to “interfere with the Common Law right to navigation”, as protected under Canadian Common Law.¹ The Canadian Navigable Waters Act (CNWA) mandate is to limit potential interferences caused by works² under the CNWA; and applies to all waterways identified under the list of scheduled waterways, Schedule A. The Fraser River is designated on the list of scheduled waterways and therefore potential interferences to navigation must be assessed as part of this review.

This Management Plan provides a Marine Construction Staging Plan and Marine Communication Plan (MCSPMCP) associated with the proposed Deas Slough Temporary Trestle noted above.

The objective of the Plan is to assess the proposed works (e.g., construction of the Deas Slough Temporary Trestle) in relation to potential interferences to navigation resultant from the works and mitigate those interferences to facilitate continued safe and efficient navigation throughout the duration of said works.

The navigation mitigation implemented herewith is based upon accommodating continued recreational traffic (e.g., the Delta Deas Rowing Club and patrons of River House Marina) throughout the presence of the Temporary Trestle, as well as accommodating the ability of marine construction staging equipment access into the slough to support construction of the Temporary Trestle and accommodate patrons within the slough. The recommendations are based on supporting the principles and guidelines outlined in the Permanent Association Waterborne Transportation Infrastructure (PIANC) Approach Channel Guidelines (PIANC 2014), that the Vancouver Fraser Port authority (VFPA) utilizes to design navigation channels in accordance with the Canada Marine Act (CMA).

The scope of this management plan includes:

Section 1 Summary: Outlines the Project background and the purpose of the management plan in relation to satisfying navigation regulations. Outlines the navigation mitigation being implemented to limit interferences to navigation.

Section 2 Supporting Navigation in Deas Slough: outlines the commitment and mechanism for access to and from Deas Slough for recreational users.

Section 3 Scope of Work: Outlines the proposed works assessed in this review in relation to navigation mitigation and the navigation detours that will be implemented.

Section 4 Marine Construction Staging Plans and Marine Communication Plan: Provides sequencing plans illustrating construction staging activities potentially interfering with navigation and marine communication protocols that will be in place to facilitate communication with marine users throughout the works.

Section 5: Next Steps

¹ The common law protects the right of navigation by treating things placed in water that interfere with navigation as obstructions that can be removed or abated if they cause damage or become a public nuisance. The right of the public to transit all navigable waters is **paramount** and therefore protected under Canadian law.

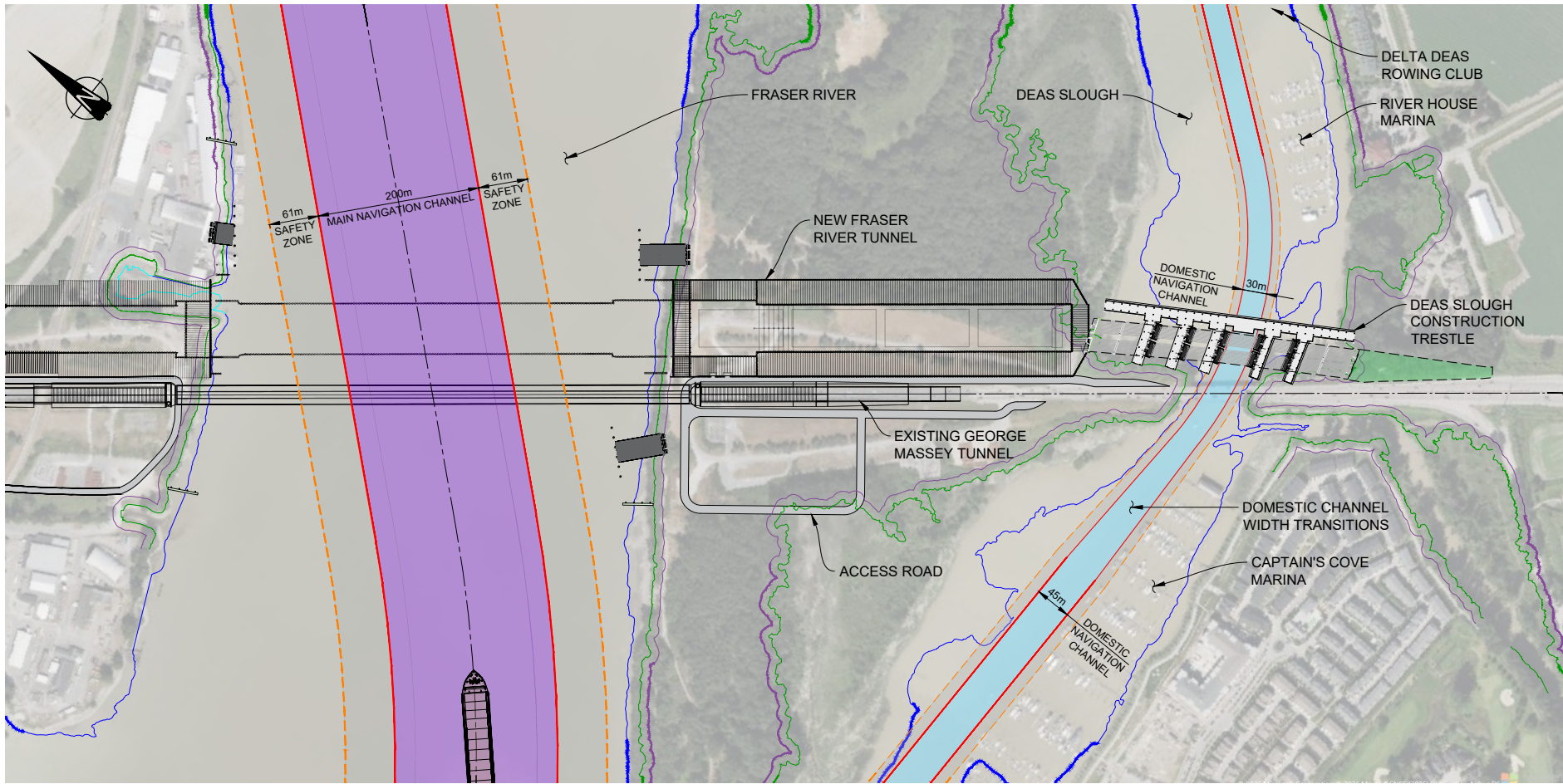
² Under the *Canadian Navigable Waters Act* (CNWA), a “work” is defined as any human-made, temporary, or permanent structure, device, or thing—such as bridges, dams, docks, or wharves—located in, on, over, under, through, or across any navigable water in Canada. It also covers dredging, excavating, or dumping fill into these waters.

2. Supporting Navigation in Deas Slough

Cross Fraser Partnership continues to engage with marine stakeholders and regulators, including Indigenous Groups regarding implementation of the required navigation envelopes designed to accommodate on a temporary basis continued access to and from Deas Slough for recreational users (e.g., Delta Deas Rowing Club and patrons of the River House Marina), and marine construction staging equipment access. The existing channel design consists of:

- A 45 m domestic navigation channel downstream or to the west of the existing Deas Slough Bridge. The existing design was based on the Canadian Coast Guard Navigation Design Guidelines.
- A 30 m domestic navigation channel upstream or to the east of the existing Deas Slough Bridge. The existing design was based on the Canadian Coast Guard Navigation Design Guidelines.
- The future Deas Slough Bridge will support a 30 m horizontal navigation channel with the same air draft clearance and water draught as the existing bridge.
- The Temporary Trestle will provide a horizontal clearance of 14.5 m on the west side and a 9.5 m channel on the east side of the bridge, separated by central piles required for construction. These horizontal clearances are sited within the existing 30 m navigation channel upstream of the existing Deas Slough bridge.
- The Deas Slough Temporary Trestle design supports continued recreational access as well as marine construction staging equipment access.
- A permanent and temporary multi-use path has also been designed and presented for context.

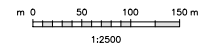
The Deas Slough location in relation to the Fraser River and the navigation channels are outlined on the following exhibit (Exhibit 1 Temporary Trestle Location Plan, Navigation Channel).



LEGEND:

- MAIN NAVIGATION CHANNEL
- CHANNEL SAFETY ZONE
- MAIN NAVIGATION CHANNEL
- DOMESTIC CHANNEL
- ADMINISTRATIVE SAFETY ZONE
- HHWL BUFFER
- HHWLT
- LLWLT

DEAS SLOUGH LOCATION PLAN
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3. Scope of Work

3.1 Scope of Work

The Deas Slough Temporary Trestle and future Deas Slough Bridge (construction of which will start year one of construction) consists of driving a series of piles across Deas Slough to accommodate the construction of the trestle.

The Temporary Trestle will be utilized to transfer equipment and materials to and from Deas Island which is being utilized as a casting basin to support construction of the immersed tube tunnel segments, associated with the Project.

The Temporary Trestle is critical for the construction sequencing of the Project to facilitate the transfer of materials and equipment to the casting basin necessary to facilitate construction.

From a navigation perspective, utilizing the existing 30 m navigation channel upstream from the existing bridge, the Cross Fraser Partnership team has planned to facilitate navigation via the provision of the 14.5 m horizontal clearance on the west side and a 9.5 m clearance channel on the east side separated by piles required to support the Temporary Trestle. The proposed construction piles, sited within the existing 30 m navigation channel, are illustrated on Exhibit 2.

Exhibit 3 and Exhibit 4 illustrate in plan and profile the horizontal navigation clearances that are being provided to support and maintain navigation. Note the multi-use path is also identified.

The horizontal clearances are based on the design vessels that currently navigate Deas Slough, which are also depicted in the profile drawing for context.

It is noted that the Transportation Investment Corp. and Cross Fraser Partnership team have met and continue to meet with local stakeholders, e.g. the Delta Deas Rowing Club, noting that their concerns continue to be considered in design and planning (pers. comm. Russ Tyson).

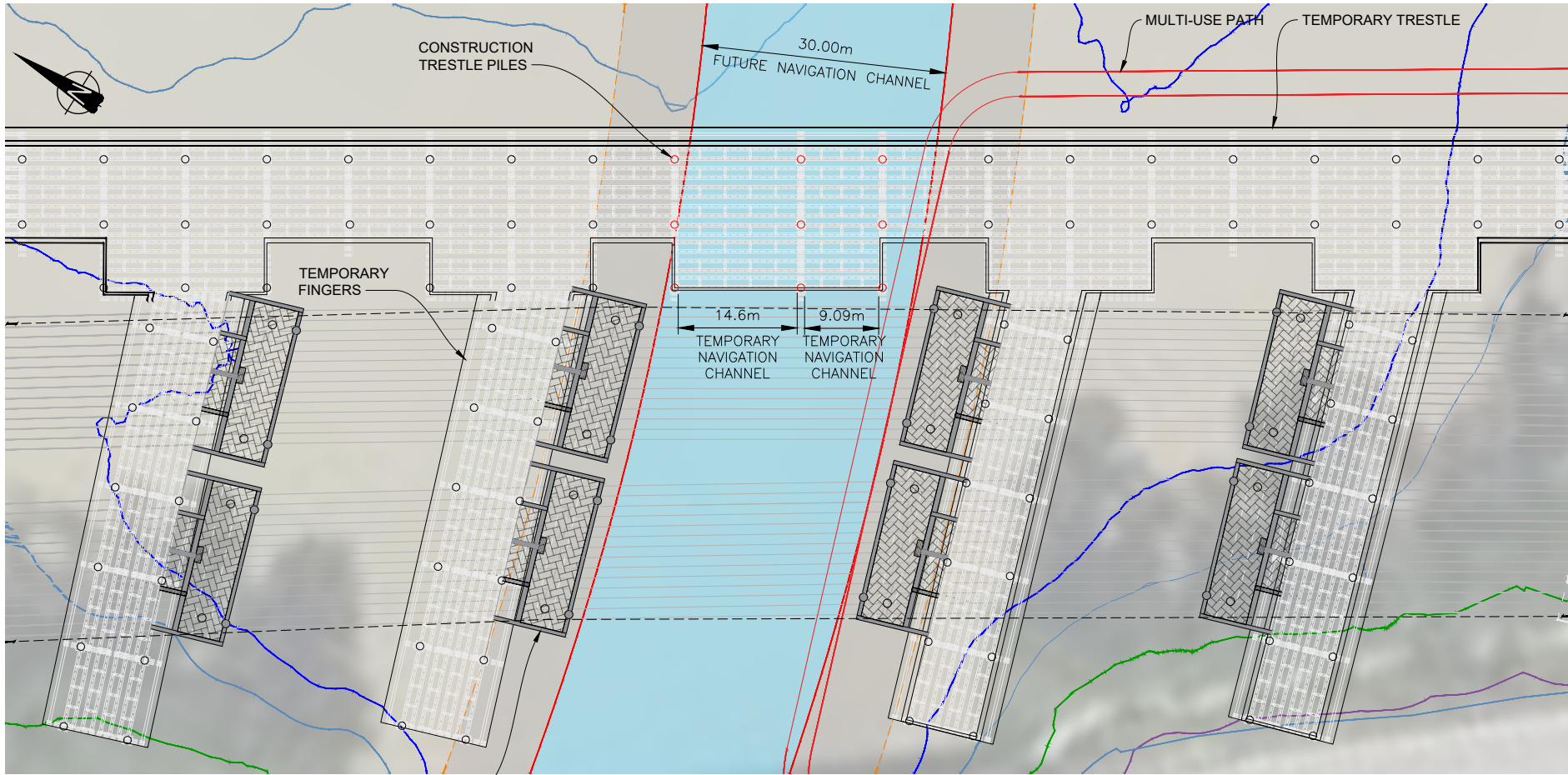
The Deas Slough Temporary Trestle are critical to Project construction start (estimated to start in the late summer of 2026) for the transportation of goods, services and materials to and from the casting basin on Deas Island.

3.2 Scheduling and Duration of Works

The scheduling and construction of the Deas Slough Temporary Trestle will be ongoing starting September 2026 to February 2027 for in-water works, pending approvals (Table 1).

Much of the construction of the Deas Slough Temporary Trestle and supporting fingers required to support construction of the bridge replacement will take place outside of the 30 m navigation channel and will have limited effects on marine navigation. Specific construction activities across the navigation channel will be communicated to all marine stakeholders via the Marine User Group (MUG) and individual meetings as required.

The Marine Construction Staging Plan Marine Communication Plan (MCSPMCP) presented in Section 4 below illustrates the process.

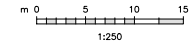


LEGEND:

- MAIN NAVIGATION CHANNEL
- CHANNEL SAFETY ZONE
- DOMESTIC CHANNEL
- ADMINISTRATIVE SAFETY ZONE
- HHWL BUFFER
- HHWL
- LLWL

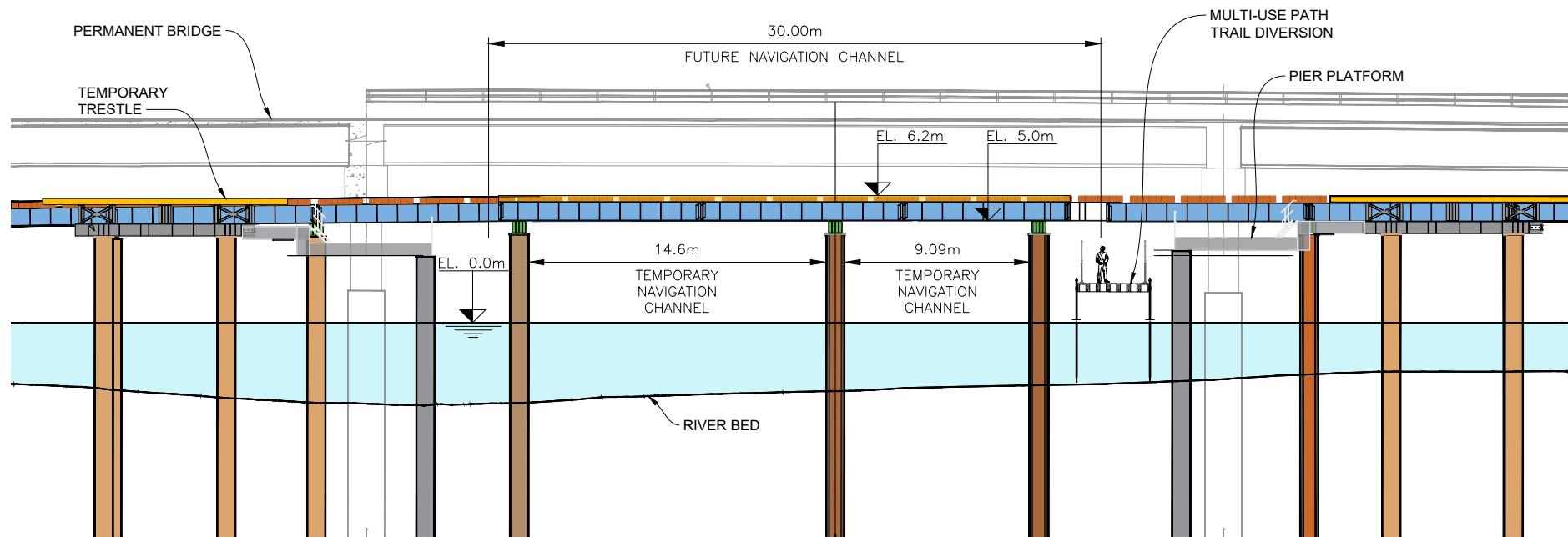
PERMMENT BRIDGE PILES

PLAN - DEAS SLOUGH TEMPORARY TRESTLE
1:250

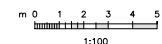
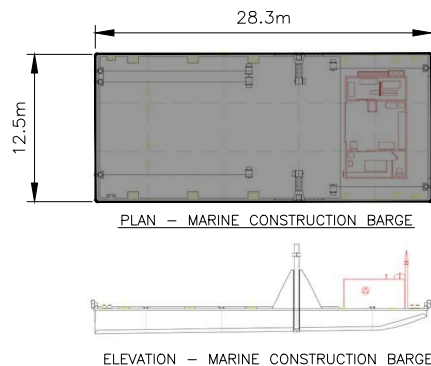
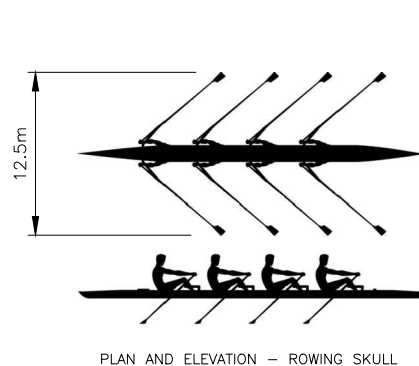


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ELEVATION LOOKING EAST – DEAS SLOUGH TEMPORARY TRESTLE
1:100



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Schedule	August					September				October				November					December				January				February					
	03-Aug	10-Aug	17-Aug	24-Aug	31-Aug	07-Sep	14-Sep	21-Sep	28-Sep	05-Oct	12-Oct	19-Oct	26-Oct	02-Nov	09-Nov	16-Nov	23-Nov	30-Nov	07-Dec	14-Dec	21-Dec	28-Dec	04-Jan	11-Jan	18-Jan	25-Jan	01-Feb	08-Feb	15-Feb	22-Feb	01-Mar	
Miscellaneous Activities																																
Scour Protection Sampling																																
Material Offloading (Piles)																																
Canfisco Demolition (Marine)																																
Demolition Marine Structures (Jetty)																																
Demolition Marine Structures (Wharf)																																
Canfisco Bay Closure																																
Mobilization & Site Clearance																																
Installation of Retaining Wall																																
Environmental Salvage, Backfill																																
Jetty Construction																																
Procurement of Steel																																
SE Jetty																																
NE Jetty																																
Dolphin Piles at SE/NE Jetty																																
Transition Walls																																
Procurement of Steel & Specialized Piling Equipment																																
North Transition Wall																																
Deas Slough Bridge Trestle																																
Trestle Construction																																

4. Marine Construction Staging Plan and Marine Communication Plan

4.1 Marine Construction Staging Plan

The Marine Construction Staging Plan (MCSP) outlines proposed construction of the Deas Slough Temporary Trestle and fingers noting the extend of:

1. Land/water-based construction between Lower Low Water Large Tide (LLWLT) and Higher High Water Large Tide (HHWLT)
2. In water construction that avoids the 30 m domestic navigation channel, and
3. Works that potentially interfere with navigation when working within the domestic channel.

It is noted that a Construction Staging Area is identified to ensure separation from any in water construction works and continued marine navigation or recreational activities, to construct the Temporary Trestle.

Construction staging for the Deas Slough Temporary Trestle and trestle fingers is graphically illustrated in the following exhibits. Exhibits below illustrate the proposed Construction Staging Area relative to navigation the channel. These staging areas are where there are in-water works³, while vessel navigation is maintained using the navigation channel and detours.

4.1.1 Duration of Activities

The estimated duration of the 2026-2027 Preparatory Works Deas Slough Temporary Trestle is from September 2026 to February 2027 (Table 1), an earlier start would be advantageous for the schedule constraints but it likely not possible due to permitting and procurement.

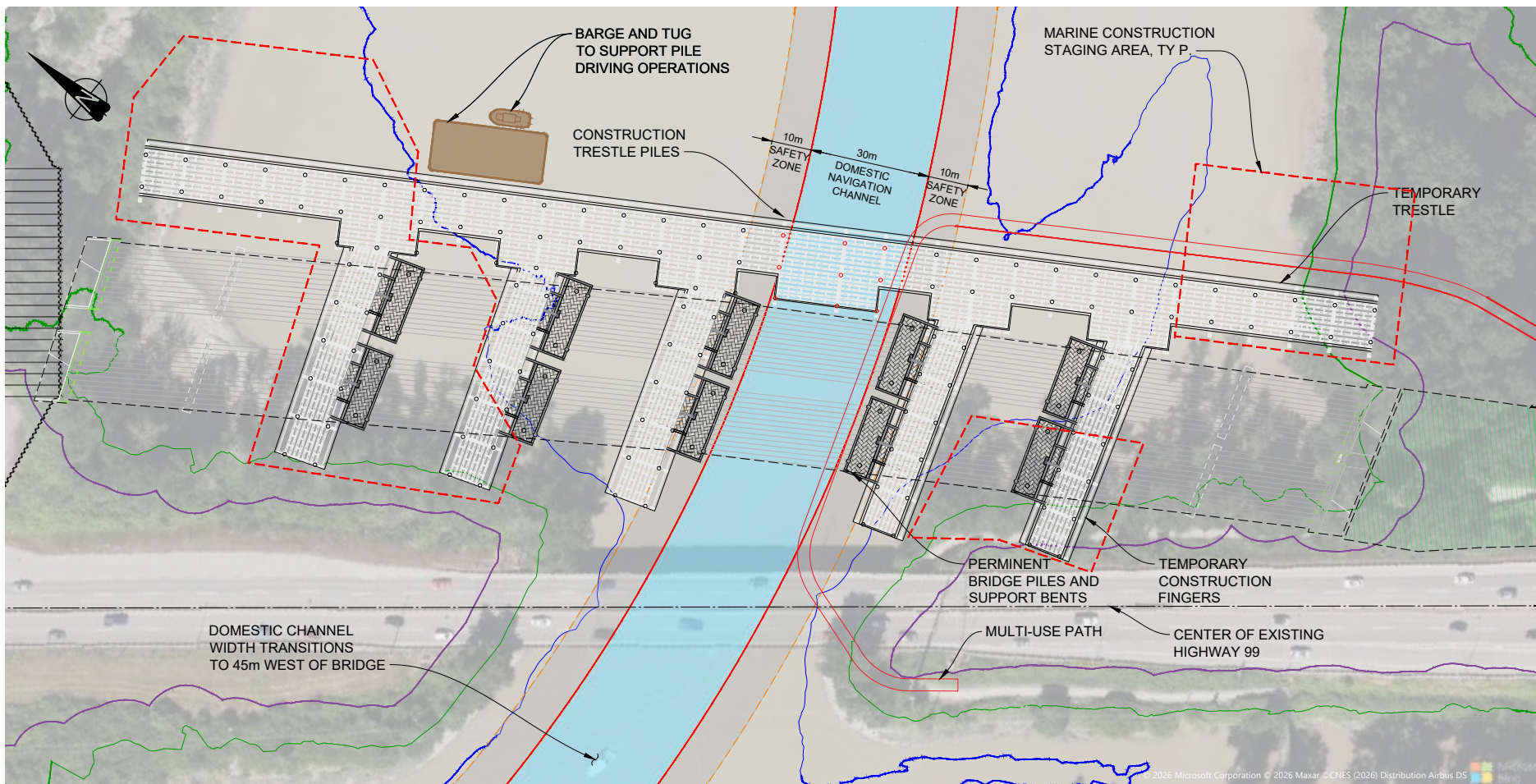
4.1.2 Hours of Operation

24/7 operations will be required for the proposed Preparatory Works.

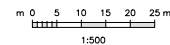
4.1.3 Methods of preferred Communication with Marine Users

See Section 4.2 – Marine Communication Plan.

³ Construction Staging Areas are identified as those outside of the navigation channel to support continued marine navigation during works (e.g., main navigation channel, south channel detour and the modified south channel detour).



PLAN - TEMPORARY CONSTRUCTION TRESTLE
1:500



CONSTRUCTION STAGING EQUIPMENT
WILL BE VARIED IN THE AREAS
BETWEEN HHWL AND LLWL TO
ADDRESS ENVIRONMENTAL AND TIDAL
ISSUES ASSOCIATED WITH THE WORKS

LEGEND:

- | | | | | | |
|--|----------------------------|--|-------------|--|----------------------------------|
| | MAIN NAVIGATION CHANNEL | | HHWL BUFFER | | MARINE CONSTRUCTION STAGING AREA |
| | CHANNEL SAFETY ZONE | | HHWL | | BARGE AND TUG |
| | DOMESTIC CHANNEL | | LLWL | | |
| | ADMINISTRATIVE SAFETY ZONE | | | | |

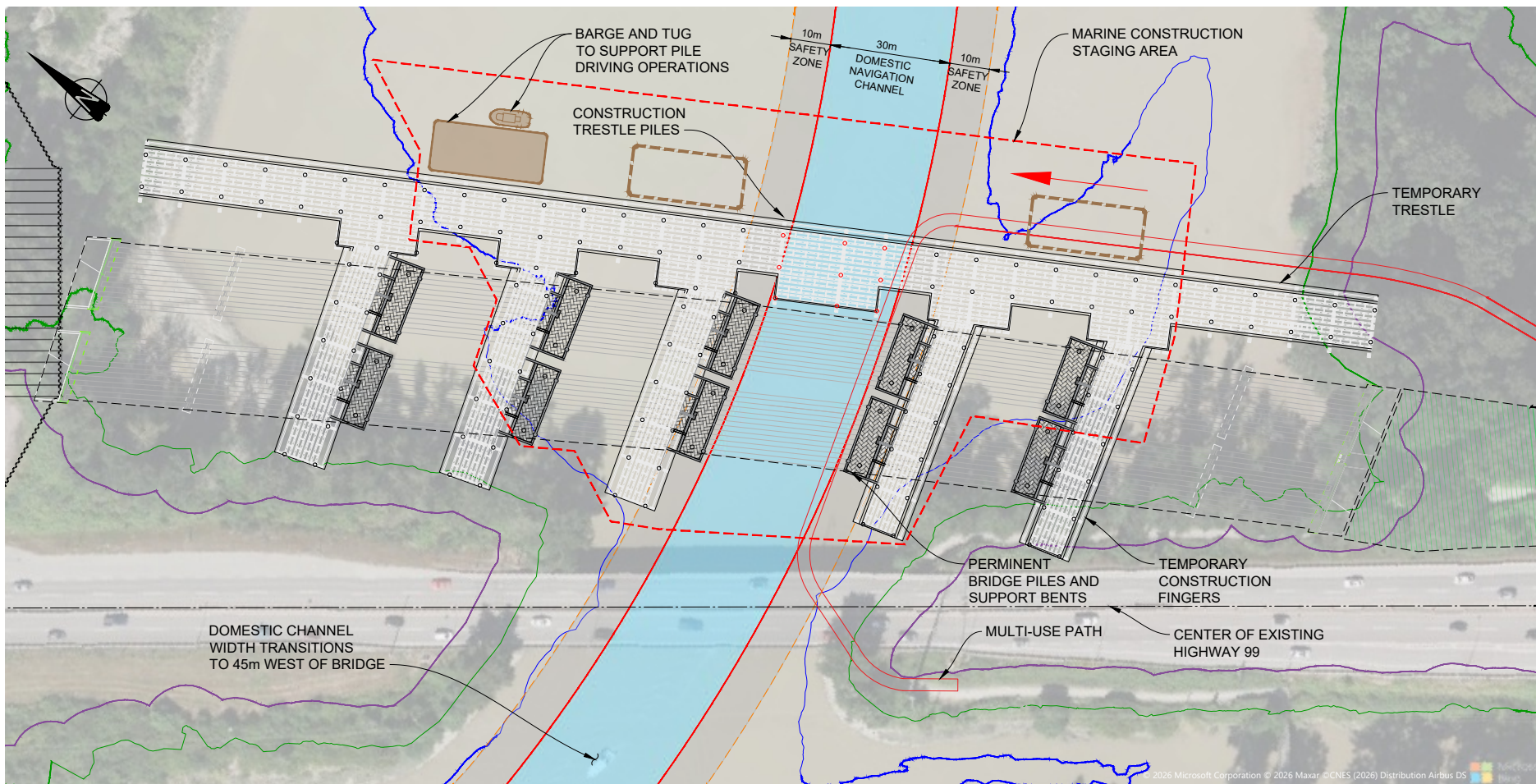
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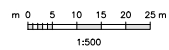
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APPROVED: [blank]
DRAWN: J. MULLER

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THE AREA WITHIN THE
MARINE CONSTRUCTION STAGING AREA
IS NOT AFFECTED BY TIDAL RANGE
WORKS WILL NOT BE INTERRUPTED
WITHIN THE STAGING AREA

PLAN - TEMPORARY CONSTRUCTION TRESTLE
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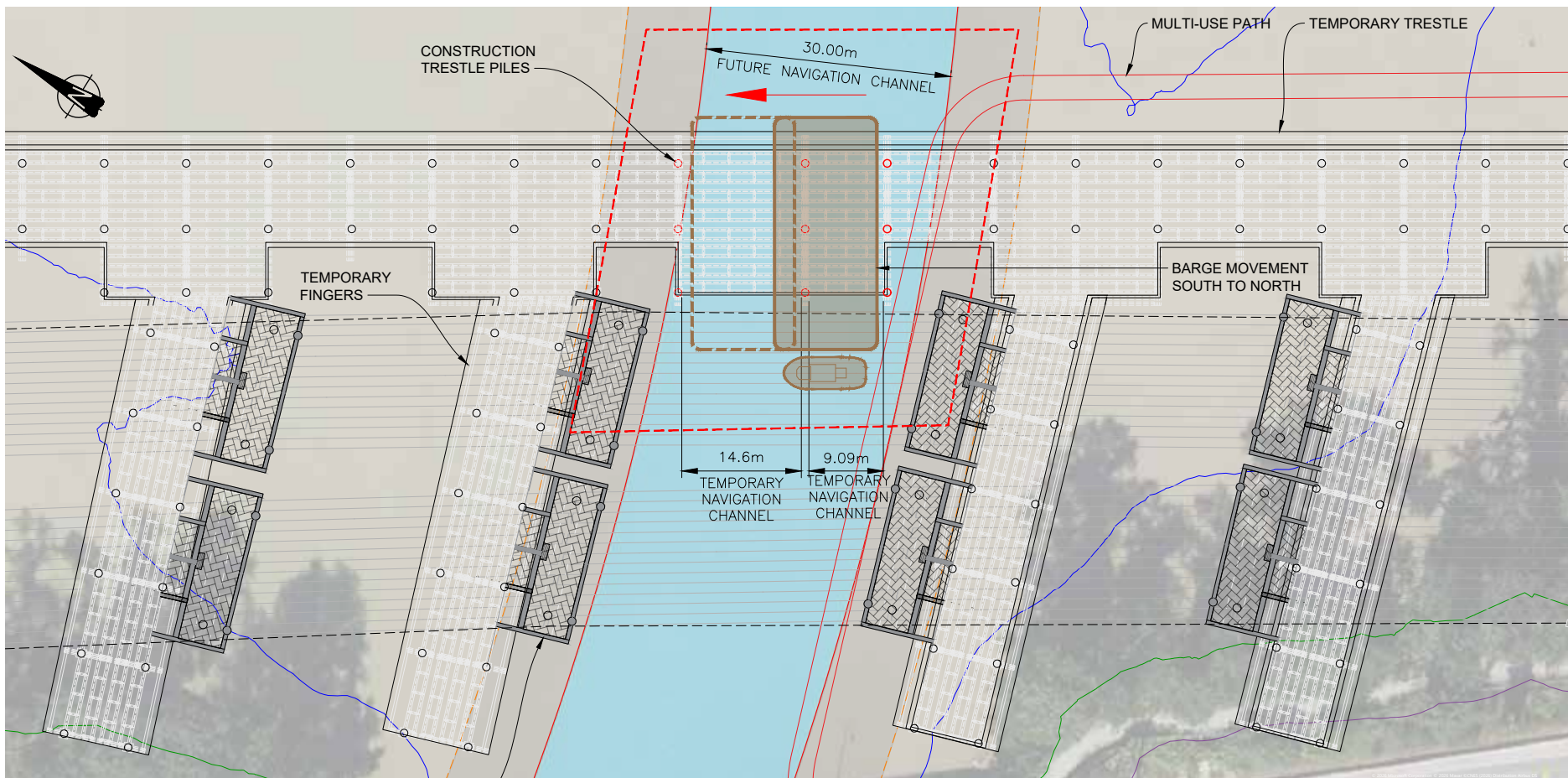


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- DOMESTIC CHANNEL
- ADMINISTRATIVE SAFETY ZONE
- HWL BUFFER
- HWL
- LLWL
- MARINE CONSTRUCTION STAGING AREA
- BARGE AND TUG

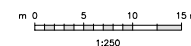
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PERMNET BRIDGE PILES

PLAN - DEAS SLOUGH TEMPORARY TRESTLE
1:250



TRESTLE PILES TO THE SOUTH OF THE NAVIGATION CHANNEL WILL BE DRIVEN FIRST TO ACCOMMODATE NAVIGATION INGRESS AND EGRESS FOR CONTINUED NAVIGATION, FOLLOWED BY THE BARGE RELOCATING NORTH TO ACCOMMODATE TRANSITS ON THE SOUTH DRAW

LEGEND:

- MAIN NAVIGATION CHANNEL
- CHANNEL SAFETY ZONE
- DOMESTIC CHANNEL
- ADMINISTRATIVE SAFETY ZONE
- HWYL BUFFER
- HWYL
- LLWL
- MARINE CONSTRUCTION STAGING AREA
- BARGE AND TUG

PRELIMINARY

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4.2 Draft Marine Communication Plan

4.2.1 Deas Slough Temporary Trestle Contact List

Effective and ongoing communications between Cross Fraser Partnership, marine users, and regulators will be the key means to avoid conflicts between the proposed works and to ensure safe and efficient marine navigation. It is noted that all Preparatory Works will be undertaken by a variety of land-based and marine-based contractors.

Table 2 is a preliminary list of key contacts for Cross Fraser Partnership for all in-water works, the other contacts are regulators, owners, representative's environmental contracts and marine stakeholders and terminal operator contracts.

As the Deas Slough Temporary Trestle contractor has yet to be selected those contacts are yet to be confirmed. If and only if water activities are required will the contractor inform Cross Fraser Partnership of such activities.

Table 2 Detailed Contacts List

Stakeholder	Key Contact	Office	Mobile	Email
Vancouver Fraser Port Authority	Dave Hart Nathan Smith	604 461 6664 604 665 9246	604 219 9421 N/A	dave.hart@portvancouver.com nathan.smith@portvancouver.com
Navigation Protection Program	Roberta Dight	604 775 8867	N/A	roberta.dight@tc.gc.ca
Contractor (TBD)				
Contractor (TBD)				
Marine Communications and Traffic Systems	Lee Fraser	250 363 6333	TBD	DFO.CCGWestMCTSVictoria-VictoriaSCTMOuestGCC.MPO@dfo-mpo.gc.ca
Transportation Investment Corporation	Katie Rigter	(236) 468-1118	(236) 468-1118	katie.rigter@ticorp.ca
Transportation Investment Corporation Indigenous Relations	TI Corp Indigenous Relations	N/A	N/A	FRTPReferrals@ticorp.ca
Cross Fraser Partnership Project Contact	Antoine Audoynaud	N/A	514 821 7135	antoine.audoynaud@frtp.ca
Cross Fraser Partnership Marine Operations	Lee Carson	N/A	604 626 9073	lee.carson@frtp.ca
Cross Fraser Partnership	James Linton Superintendent	N/A	672 727 2970	james.linton@frtp.ca
Cross Fraser Partnership	Sophie Letzelter Project Manager	N/A	672 963 0893	sophie.letzelter@frtp.ca
Cross Fraser Partnership	Norma Powell	N/A	604 780 2706	norma.powell@frtp.ca

Stakeholder	Key Contact	Office	Mobile	Email
Fraser River Industrial Association	Jen Davies			jen@hellojdc.ca
Council of Marine Carriers	Paul Hilder	604 687 9678	604 315 1603	PHilder@comc.cc
Marine User Groups	Various			
Delta Deas Rowing Club	Mark Hentry Susanne MacDonald Katie Maloney			coach.mark@deltadeas.com membership@deltadeas.com president@deltadeas.com
Delta Outrigger Canoe Club	Kathy Pryce			delta.outrigger@gmail.com

4.2.2 Marine Communication Groups Participation Key Stakeholders

Marine communications with marine stakeholders and recreational users will be undertaken via the Marine User Group (MUG) and the Marine Operations Technical Group.

The MUG will serve as a forum for the Project to provide updates to marine users regarding ongoing construction activities, review 4-week lookaheads describing upcoming works, and to hear interests and concerns from the marine community. The MUG is a tool for the efficient implementation of the Marine Construction Staging Plans (MCSP) and Marine Communications Plans (MCP) to enable safe construction and navigation through the Project area. MUG meetings, held monthly beginning August of 2026, will present all marine construction staging activities to mariners in relation to whether or not an interference to navigation is anticipated as a result of said works.

The Marine Operations Technical Group is a technical group serving as a forum for the Project to engage in collaborative Project planning with marine stakeholders and consult stakeholders on marine issues to ensure feedback is integrated early in the process. The Marine Operations Technical Group will inform detour design, navigation simulations, and the overall development of the Marine Construction Staging Plans (MCSP) and Marine Communications Plans (MCP). Marine Operations Technical Group meetings are less frequent but are intended to provide marine terminal operators and commercial users with information pertaining to helping manage and address supply chain issues. Marine Operations Technical Group does not apply to the Preparatory Works stage.



Exhibit 8 Communication Groups for Preparatory Construction Works

4.2.3 Monthly Meetings

The selected contractor will conduct monthly MUG meetings to provide an overview of in-river construction activities and provide a four -week look-ahead of proposed activities.

Relevant four-week look-ahead information affecting First Nation fisheries access or cultural marine activities will also be provided to TI Corp for communication through established Project consultation channels.

4.2.4 Issuance of Navigational Warnings

Navigational warnings (NAVWARNs) and Notices to Mariners (NOTMARs) to be issued weekly as per normal practice.

Cross Fraser Partnership will issue [NAVWARNs](#) that contain information for boaters about changes to navigational aids and current marine activities or hazards. Marine Communications and Traffic Services of the Canadian Coast Guard broadcast navigational warnings containing urgent information.

These warnings are posted on the navigational warnings website and remain in effect until cancelled or until covered by a [NOTMAR](#). Marine Communications and Traffic Services centres broadcast the navigational warnings for seven days on their Continuous Marine Broadcast service.

NAVWARNs will be issued weekly and 96 hours in advance of the works to Marine Communications and Traffic Services and Canadian Coast Guard. NAVWARNs will be issued on an ongoing weekly basis to provide Project updates until completion. Submissions will be made by email to NavWarn.MCTSPRinceRupert@innav.gc.ca, or by phone at (250) 627-3070. The NAVWARN will include:

- The location of the works being conducted
- The dates and times of works
- The calendar date(s) during which the North or South channel will be restricted
- Instructions to boaters for safe passage
- A statement that an assist tug will be available when equipment located in waterway.
- 24-hour emergency contact information on the NAVWARN
- VHF Channel for the Marine Equipment

Navigational warnings represent a critical piece within communication protocols. A NAVWARN will also be issued separately to the CMC for circulation to its membership, Seaspan Ferries, and Fraser River Pilots (FRP).

NAVWARNs and Notices to Mariners do not replace direct communication with designated First Nation contacts as outlined under Appendix A. Direct consultation with Participating Indigenous Nations will be undertaken by TI Corp. Reference to Section 4.2.9.

CFP will provide TI Corp Indigenous Relations with notices identifying active work areas, navigation restrictions, available routes, material schedule changes, VHF channels and the 24-hour Project contact.

4.2.5 Need for Tug Assist

For the purpose the construction of the construction trestle no tug assist will be required.

4.2.6 Lightning

All marine construction staging equipment shall provide lighting in compliance with Marine Communications and Traffic Services of the Canadian Coast Guard.

4.2.7 Automatic Identification System

All vessels being utilized for marine construction staging associated with the proposed trestle will be equipped with Automatic Identification System.

4.2.8 Recreational Marine Users

Transportation Investment Corp. and Cross Fraser Partnership are aware that there will be an increase in recreational boat users during summer months. Notifications outlining the scope of work will be posted at the following locations:

- Deas Island Regional Park
- Wellington Boat Launch Ladner
- Ferry Road Boat Launch (Captain's Cove)
- River House Marina (Deas Slough)
- Captain's Cove Marina
- Steveston Harbour Authority
- Steveston Fisherman's Wharf
- Steveston Chevron Marine
- Shelter Island Marina and Boatyard
- Ladner Yacht Club
- Rivers Reach Marina
- Canoe Pass Village/Marina Wedel
- Bridges Marina

Only a general notification outlining all Preparatory Works (Section 1) is required

4.2.9 Indigenous Groups

Transportation Investment Corporation (TI Corp) and Cross Fraser Partnership (CFP) will engage with Participating Indigenous Nations regarding Preparatory Works that may affect marine navigation, fisheries access or cultural marine activities. Engagement will use established Project communication channels and the First Nation Marine Coordination Protocol in Appendix A.

The protocol provides a two-way communication process for fisheries openings and other First Nation marine activities. The protocol supplements NAVWARNs, Notices to Mariners, Daily Construction Notices, and Marine Communications and Traffic Services broadcasts.

CFP will provide TI Corp with Aids to Navigation as outlined in Section 3.2.12. TI Corp will distribute relevant information to designated Participating Indigenous Nation contacts. Notices will identify, as applicable:

- the location, timing and duration of active work;

- marine construction equipment positioning;
- anticipated navigation restrictions or access changes;
- the available navigation channel or detour;
- the designated working VHF channel and 24-hour Project contact; and

In the event of a DFO-authorized fisheries opening, or a planned cultural marine activity that may overlap with Preparatory Works, a Participating Indigenous Nation may notify TI Corp at F RTPReferrals@ticorp.ca and through the controlled contact pathway in Appendix A. TI Corp will record the notice, confirm receipt and alert the CFP Project Manager.

In response to a notification, CFP will assess whether the work can be coordinated or adjusted while maintaining worker, mariner and public safety. The assessment will consider fishery or activity timing and location, active work, the four-week look-ahead, the master construction schedule, marine equipment positioning, navigation, environmental conditions, safe-shutdown requirements, regulatory requirements and feasible alternatives. If determined that work can be coordinated or adjusted while maintaining safety, CFP will identify and implement feasible schedule or operational adjustments and provide the outcome to TI Corp. For requests that cannot be accommodated, TI Corp and CFP will engage the applicable Participating Indigenous Nation(s) to identify a safe and practicable solution. Safety remains the overriding consideration.

TI Corp will communicate the decision, rationale, and agreed measures or alternatives to the Participating Indigenous Nation(s). TI Corp and CFP will document the notice, decision, rationale, communications and measures implemented.

4.2.10 Radio Communications

VFPA Harbour Masters uses Channel 74 VHF to provide information on marine traffic using TCZ-4. Marine users should monitor this channel when transiting the works.

Radio communications will be listed in the MCP, which reflects the requirement of the port information guide, which includes Channel 16.

4.2.11 Aids to Navigation

No changes to existing Aids to Navigation are proposed for the Deas Slough Temporary Trestle construction program.

For the duration of the proposed Preparatory Works Transportation Investment Corp. and Cross Fraser Partnership will continue engagement with communication groups including:

- Weekly issuance of NAVWARNs
- Daily issuance of construction notices
- Monthly meetings with communication groups
- Notices to Participating Indigenous Nations

5. Next Steps

5.1 Finalizing Marine Construction Staging Plan and Marine Communication Plan

The draft Marine Construction Staging Plan and Marine Communication Plan in this document for the Temporary Trestle construction will be distributed to the following groups for comment and review:

- Transport Canada, Navigation Protection Program
- Vancouver Fraser Port Authority
- Canada Coast Guard Aids to Navigation
- Fraser River Pilots
- Pacific Pilotage Authority
- Council of Marine Carriers
- Seaspans Ferries
- Steveston Harbour Authority
- Participating Indigenous Nations

Comments are required within one week of distribution. Based on the comments provided, the plans will be updated, finalized, and submitted to Navigation Protection Program.

6. References

Government of BC, Executive Council. 2025. “Fraser River Tunnel Project Order, Order in Council.” July. <https://projects.eao.gov.bc.ca/api/public/document/687fb2545fd2cb00228cb6e3/download/383-2025.pdf>.

PIANC. 2014. *Harbour Approach Channels – Design Guidelines*. No. 121-2014. PIANC.

Appendix A: First Nation Marine Coordination Protocol

1. Purpose and application

This protocol establishes communication, assessment, decision and documentation procedures for DFO-authorized fisheries openings, First Nation cultural marine activities and unexpected marine access issues that may interact with Preparatory Works. It applies to the work described in this Plan and must be read with the applicable staging plan, staging exhibits, four-week look-ahead, NAVWARNs and Daily Construction Notices. The protocol follows these principles:

- safety is the first consideration;
- communication is timely, direct and two-way;
- short notice does not, by itself, prevent assessment;
- requests are assessed consistently using documented factors;
- TI Corp, the First Nation and CFP collaborate where accommodation is impractical; and
- decisions, rationale, and measures are documented.

2. Fisheries opening and cultural marine activity process

The process begins when a First Nation provides TI Corp with notice of an upcoming fisheries opening or cultural marine activity. The same pathway may be used for an unexpected marine access issue. The amount of detail available may vary, particularly for short-notice fisheries openings.

Exhibit 1 First Nation fisheries and marine activity coordination flow chart

1. FIRST NATION NOTICE

The designated Nation representative alerts TI Corp at FRTPReferrals@ticorp.ca and through the controlled contact pathway. The notice should include timing, duration, location, access needs and follow-up contact information.



2. TI CORP RECEIPT AND REFERRAL

TI Corp records the notice, confirms receipt and alerts the CFP Project Manager. TI Corp identifies whether the matter is time-sensitive and remains the primary liaison with the alerting First Nation.



3. CFP OPERATIONAL ASSESSMENT

CFP reviews fishery or activity timing and location, active construction or demolition activities, the four-week look-ahead, the master construction schedule, equipment positioning, navigation, environmental conditions, regulatory requirements and safety or operational constraints.



4. ACCOMMODATION PATHWAY DECISION

CFP determines whether the request is easy or straightforward to accommodate or impractical to accommodate. Safety remains the overriding consideration.



5A. EASY OR STRAIGHTFORWARD TO ACCOMMODATE

CFP identifies feasible schedule or operational adjustments, confirms implementation responsibilities and communicates the proposed measures to TI Corp.

5B. IMPRACTICABLE TO ACCOMMODATE

CFP explains the constraint. TI Corp coordinates discussion with the First Nation and CFP to collaboratively identify a safe and practicable solution, time permitting. CFP documents constraints and escalates the matter to the approval authority as required.



6. MITIGATION OR COORDINATION MEASURES CONFIRMED

Measures may include schedule or sequencing changes, temporary marine operational adjustments, a safe work pause, , enhanced VHF coordination or an alternative route or time. A request requiring a material schedule change, work pause or Project commitment is referred to the designated approval authority.



7. OUTCOME COMMUNICATED AND IMPLEMENTED

CFP implements approved measures and provides operational details to TI Corp. TI Corp communicates the decision, rationale, measures or alternatives, and conditions to the First Nation.



8. DAILY NOTICE AND ON-WATER COORDINATION

CFP issues or updates the Daily Construction Notice and applicable NAVWARN information identifying active work areas, available navigation routes, VHF channels and contacts. Participants coordinate directly as needed.



9. CLOSE-OUT AND CONTINUOUS IMPROVEMENT

TI Corp and CFP document the notice, rationale, decision, communications, and implemented measures. TI Corp and CFP confirm whether the measures were effective.

3. Assessment factors

CFP will consider the following factors and document those relevant to the decision:

- timing, duration and location of the fisheries opening or cultural marine activity;
- nature, location, duration and interruptibility of the active work;
- worker, mariner and public safety;
- marine equipment positioning, access limits and safe-shutdown requirements;
- navigation channel or detour availability and expected vessel traffic;
- four-week look-ahead and master construction schedule;
- weather, tide, current, visibility and other environmental conditions;
- regulatory, permit and environmental requirements;
- lead time, technical feasibility, cost and effort; and
- practicable alternatives that reduce interference with First Nation marine use.

4. Potential measures

Potential measures to accommodate may include:

- adjust work sequencing or timing, where practicable;
- temporarily adjust marine operations or access arrangements;
- pause an activity that can be safely interrupted;
- passage through an existing available navigation channel or detour;
- enhance direct communication between the First Nation marine user and CFP marine operations; and
- identify an alternative route, time or access arrangement.

No measure will be implemented if it creates unacceptable safety, regulatory, environmental or operational risk. Work-specific limitations and tug-assist requirements remain governed by the applicable MCSPMCP.

5. Four-week look-ahead, Daily Construction Notices and radio communications

CFP will provide TI Corp with relevant four-week look-ahead schedules and material updates affecting marine access. Schedule information is provided for planning and may change because of weather, safety, permitting, vessel traffic or construction requirements.

CFP will provide TI Corp with Daily Construction Notices. Notices will identify active work locations and hours, equipment positioning, anticipated restrictions, available navigation routes, the working VHF channel, the 24-hour Project contact and material changes.

The Daily Construction Notice will identify the active work area, and the status of the main navigation channel through the worksite

6. Roles and responsibilities

Role	Responsibility
First Nation designated representative	Provides notices and available access information; receives Project notices and decisions; maintains primary, alternate and after-hours contacts.
TI Corp Indigenous Relations lead	Acts as primary liaison; records notices; activates the urgent-contact pathway; distributes notices; communicates decisions and rationale; maintains the controlled contact list.
CFP Project Manager	Leads the operational assessment; confirms constraints, measures, escalation needs and the implementation lead.
CFP marine operations contact	Confirms field conditions, equipment positioning, available navigation route, working VHF channel and marine traffic instructions.
Project escalation contact	Decides matters requiring a material schedule change, work pause or other Project commitment.

7. Records and controlled contacts

TI Corp will keep and maintain a controlled contact list for each Participating Indigenous Nation. The contact list will identify primary, alternate and after-hours contacts for Participating Indigenous Nations, TI Corp and CFP, including the Project escalation authority. Contact information will be verified before in-water work begins and updated following any notified change.

TI Corp and CFP will record and maintain the date and time of notice, Participating Indigenous Nation representative, activity or opening, location and duration, requested measure, assessment factors, decision, rationale, approval or escalation, communications, agreed measures, contacts, VHF channel and close-out actions.

END OF DOCUMENT